

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of: *
*
CAPSIZING OF THE *
LADY D *
*

Tuesday,
October 26, 2004

INTERVIEW OF:

DAVE JANKOWIAK

PRESENT: MORGAN TURRELL
MARIETTE BURER
SCOTT BARANOWSKI
MARK HYLIND
ED NARIZZANO
KEVIN JOHNSTONE
ANDY MURRAY

1 P R O C E E D I N G S

2

3 MR. TURRELL: Okay. Good
4 morning. It is October 26, 2004. It is Morgan
5 Turrell, National Transportation Safety Board
6 investigating the Lady D accident on March 6, 2004. I
7 am the Operations Group Chairman. And to my left?

8 MS. BURER: Mariette Burer, B-U-R-E-R,
9 National Transportation Safety Board.

10 LIEUTENANT BARANOWSKI: Lieutenant Scott
11 Baranowski, B as in Bravo, A-R-A-N-O-W-S-K-I. U. S.
12 Coast Guard Activities, Baltimore.

13 MR. HYLIND: My name is Mark Hyland, M-A-R-K,
14 last name is Hyland, H-Y-L-I-N-D. I am with
15 Susquehanna Santee Boat Works, Incorporated.

16 MR. NARIZZANO: Ed Narizzano, Director of
17 Seaport Taxi. Last name is N-A-R-I-Z-Z-A-N-O.

18 MR. JOHNSTONE: Kevin Johnstone, K-E-V-I-N,
19 J-O-H-N-S-T-O-N-E. And I work for Dulles National
20 Weather Service.

21 MR. TURRELL: Okay. And we are interviewing a
22 gentleman, go ahead and introduce yourself.

23 MR. JANKOWIAK: My name is Dave Jankowiak,
24 J-A-N-K-O-W-I-A-K. I am vice president of Ed Kane's
25 Water Taxi.

1 MR. TURRELL: Okay. And Dave, how long have
2 you worked for Ed Kane's Water Taxi?

3 MR. JANKOWIAK: Since July of 1994.

4 MR. TURRELL: And what are the job, what is
5 the job description of vice president, what do you do?

6 A I started as a captain in '94, then worked my
7 way up. I am in charge of operations and maintenance
8 and just general duties of the whole company more or
9 less.

10 MR. TURRELL: Can you tell us about your
11 professional, education and professional background?

12 MR. JANKOWIAK: I graduated Mount St. Joe High
13 School in '71, went to work for Maran Towing in '71,
14 right out of high school. I hold a first class pilot
15 license for the Baltimore Harbor and a Master of Towing
16 Unlimited. And I am going on my seventh renewal. So I
17 have had my license just about 30 years now.

18 MR. TURRELL: Okay. And how did you end up
19 working for Ed Kane's Water Taxi after Maran?

20 MR. JANKOWIAK: Well, we went on strike in '87
21 and everybody kind of left the company because they
22 changed the working rules and got into different work,
23 more or less heating and air conditioning and I was in
24 that for a couple of years and then I stayed home with
25 the kids, played Mr. Mom for a couple of years and I

1 come across this job, and just got back into the
2 working field.

3 MR. TURRELL: Okay. And you started, you said
4 as a captain?

5 MR. JANKOWIAK: Yes, I started off as a
6 captain in '94.

7 MR. TURRELL: Okay. And what type of boats
8 were you operating?

9 MR. JANKOWIAK: Old fort launches and --
10 catamarans.

11 MR. TURRELL: And how large were they?

12 MR. JANKOWIAK: The old fort launchers are 26
13 foot long, an eight foot beam and the -- catamarans are
14 40 foot long, 12, 12 and a half foot beam.

15 MR. TURRELL: Okay. And how many passengers
16 typically with the fort launchers and the catamarans
17 carry?

18 MR. JANKOWIAK: Fort launchers are 26
19 passengers and catamarans, one boat is 60 and that
20 other two are 64.

21 MR. TURRELL: Okay. Can you tell me in your
22 own words, what your knowledge of the, just give us a
23 statement basically your knowledge of the water taxi
24 industry in Baltimore and your role in it and any
25 information you have about the accident on March 6 in

1 your own words?

2 MR. JANKOWIAK: Well, at the time I was home
3 on March 6 and I seen the storm coming off at home and
4 I called my ship captain or another vice president of
5 the company, he was out there, Zack Rogers, and I asked
6 him if everything was okay. And he told me he had shut
7 the boats down, but he heard that, they keep on saying
8 that a water taxi turned over. And I asked him if it
9 was one of ours, and he said, no, all of ours were
10 accounted for. But, that was the extent of everything
11 that I knew of as it happened that day.

12 MR. TURRELL: Okay. Can you describe the
13 business in general, from your perspective as vice
14 president of Ed Kane's Water Taxi, the water taxi
15 business in general, if you would just describe it for
16 us?

17 MR. JANKOWIAK: It is just a business of
18 moving people around as a bus service, mostly tourists
19 from Point A to Point B. No kind of real set schedule,
20 every 15 minutes, there was a boat at the landings.
21 They have 12 or 13 different landings around the
22 harbor.

23 MR. TURRELL: Do you use the same landings as
24 Seaport Taxi?

25 MR. JANKOWIAK: No, no, we don't.

1 MR. TURRELL: Okay.

2 MR. JANKOWIAK: One in general Harborplace,
3 all through the Science Center, but, you know, it is
4 not exactly, it is in the same area, but not the same
5 exact landings.

6 MR. TURRELL: Okay. Can you describe basically
7 your, how many personnel do you have in your operation,
8 how many total people do you have working for you?

9 MR. JANKOWIAK: Oh, in Management we have got
10 five.

11 MR. TURRELL: Okay. And on the water?

12 MR. JANKOWIAK: Our water varies at different
13 times of year. At the peak season, probably about 85
14 to 100.

15 MR. TURRELL: Okay. And how many of those are
16 licensed personnel?

17 MR. JANKOWIAK: All of our captains are
18 licensed. I would say we have got about 30 captains.

19 MR. TURRELL: Okay. How do you hire and train
20 your shipboard employees?

21 MR. JANKOWIAK: The captains, we screen them,
22 make sure that they do have a license, put them on a
23 boat, mostly Zack Rogers take care of the training.
24 Takes them for a couple of trips, let's them run the
25 boat to see if they can handle the boat. And they more

1 or less train them right then and there, and if we feel
2 they can handle the job, then we hire them.

3 MR. TURRELL: Okay. And typically how long
4 does that training last?

5 MR. JANKOWIAK: About three hours, four hours.
6 You can be able to tell someone can handle the boat
7 after that.

8 MR. TURRELL: Okay. Besides the license, any
9 other requirements you have for --

10 MR. JANKOWIAK: No, nothing really. They are
11 the only requirements.

12 MR. TURRELL: Besides the on water checkout,
13 what other type of training do you provide your
14 captains and mates?

15 MR. JANKOWIAK: Well, the mates are trained by
16 certain mates in the company, how to handle lines and
17 the people, you know, how to collect the money,
18 boarding and unboarding, safety, man overboard drills,
19 you know, stuff like that.

20 MR. TURRELL: Okay. How often do you do those
21 drills?

22 MR. JANKOWIAK: Man overboard drill is done
23 every Sunday, once a week.

24 MR. TURRELL: What is the practice in your
25 operation for the use of life preservers?

1 MR. JANKOWIAK: We have them out where they
2 can be gotten to, they are not required to put them on.
3 If people request that, well, then we give one and let
4 them put it on. But, there is no requirements for
5 wearing them.

6 MR. TURRELL: Okay. And how are they stored
7 on your boats?

8 MR. JANKOWIAK: Most of them are stored
9 overhead, where they are out in the open, and you can
10 just reach up and grab one.

11 MR. TURRELL: Okay. Can you describe to us how
12 many boats you guys operate, what kind, what the fleet
13 consists of?

14 MR. JANKOWIAK: Right now we have 12 that are
15 operational. This time of year we run five.

16 MR. TURRELL: And can you describe the, in
17 more detail, the boats, their description, size?

18 MR. JANKOWIAK: Yes, we have three catamarans.
19 They are 12 and a half, 13 feet wide, about 40 feet
20 long. We have four --

21 MR. TURRELL: I am sorry, the length again?

22 MR. JANKOWIAK: Forty feet long.

23 MR. TURRELL: Okay. Widths?

24 MR. JANKOWIAK: Width is about 12 and a half
25 to 13 feet.

1 MR. TURRELL: Okay.

2 MR. JANKOWIAK: We have four old Fort
3 Launchers, which are roughly 26 by eight feet.

4 MR. TURRELL: Okay.

5 MR. JANKOWIAK: We have, one is the
6 Chesapeake, it is an 85 passenger, probably -- it is
7 about 42 feet long.

8 MR. TURRELL: Okay.

9 MR. JANKOWIAK: And 12 foot. One is a, I
10 don't know where she was built. She has an aluminum
11 bulk and 85 passenger, single -- And we have to Navy
12 launchers, 40 foot Navy launch. One of them by 10 feet
13 beam, 33 foot Navy launch and about a 10 foot beam. And
14 we have a 1953 Olsen steel hull boat, 85 passengers.
15 She is about 50 feet long about 12 foot beam.

16 MR. TURRELL: Okay.

17 MR. JANKOWIAK: That should be it.

18 MR. TURRELL: Do you operate any pontoon
19 boats?

20 MR. JANKOWIAK: No, just the catamarans.

21 MR. TURRELL: Okay. Have you ever operated a
22 pontoon boat yourself?

23 MR. JANKOWIAK: Yes. Yes, we used to have
24 one, sold it two years ago.

25 MR. TURRELL: How large was that?

1 MR. JANKOWIAK: I guess she was about 30, 35
2 feet long, I don't know the measurements. About 13
3 feet wide, 14 feet wide.

4 MR. TURRELL: Did you ever operate that boat,
5 yourself?

6 MR. JANKOWIAK: Yes, I did.

7 MR. TURRELL: Okay. How did it handle?

8 MR. JANKOWIAK: It handled fine for where we
9 were using it. We used it mostly on inside route.

10 MR. TURRELL: Okay. And when you say inside
11 route, what --

12 MR. JANKOWIAK: It was more or less in
13 protective waters, up in the Inner Harbor, Science
14 Center, Aquarium, Rusty Scupper, Pier 7, Harborplace.

15 MR. TURRELL: Okay. What type of, in your
16 Management, in your company, what type of weather
17 guidance do you give your captains or what is your
18 weather policy or do you have one?

19 MR. JANKOWIAK: We use Intellicast, off
20 computer, or the weather channel on the TV. Any time
21 they are calling for inclement weather, it is always
22 on. Somebody is always monitoring it, either myself or
23 Mrs. Kane, if I leave, I monitor it at home. Keep an
24 eye out for anything.

25 MR. TURRELL: When you say that they are

1 calling for inclement weather and then you monitor the
2 Intellicast or weather channel, where do you originally
3 get that information from, you are saying if you are
4 expecting weather?

5 MR. JANKOWIAK: I visit the weather in the
6 morning.

7 MR. TURRELL: Okay.

8 MR. JANKOWIAK: If they are calling for a
9 chance of thunderstorm or something, we --

10 MR. TURRELL: Is that local news broadcast?

11 MR. JANKOWIAK: More or less, local, yes.

12 MR. TURRELL: Okay. And if weather was coming,
13 how do you communicate that to your fleet?

14 MR. JANKOWIAK: We have our private frequency
15 radios, UHF radios. We just tell them to be on the
16 lookout or if we see it coming and it is getting bad,
17 we will make the call and shut them down.

18 MR. TURRELL: And who makes that call?

19 MR. JANKOWIAK: Myself or Ms. Kane or the ship
20 captain that is on. If he sees any thunder or
21 lighting, mostly lighting, he will shut them right
22 down.

23 MR. TURRELL: Okay. Have you changed the way
24 you do business since the accident?

25 MR. JANKOWIAK: Nope, not at all.

1 MR. TURRELL: Okay. Have you made any changes
2 to operations other than weather, any other type of
3 training since the accident at all?

4 MR. JANKOWIAK: Nothing at all.

5 MR. TURRELL: What, you mentioned that you
6 have UHF radios, what type of radio communication do
7 you have onboard your boats, what kind of
8 communications in general do you have with your --

9 mR. JANKOWIAK: These boats always UHF
10 frequency, every captain has one. It is between the
11 boats and the office.

12 MR. TURRELL: Okay. Any other radios you use
13 besides the UHF?

14 MR. JANKOWIAK: No, that is it.

15 MR. TURRELL: Are the boats equipped with any
16 other radios?

17 MR. JANKOWIAK: No.

18 MR. TURRELL: Okay. Okay. Have you had any
19 accidents, weather related accidents in your operation?

20 MR. JANKOWIAK: Not at all.

21 MR. TURRELL: Okay. What other kind of weather
22 accidents do you have besides weather related, have you
23 had any accidents?

24 MR. JANKOWIAK: Just normal people accidents
25 and people slipping on here or tripping on a bolt or on

1 a ramp.

2 MR. TURRELL: Okay.

3 MR. JANKOWIAK: Just normal, typical stuff
4 that you would expect.

5 MR. TURRELL: Any, have you had to hospitalize
6 someone or get EMS for anything?

7 MR. JANKOWIAK: No, not really, no.

8 MR. TURRELL: Okay. What is your knowledge
9 about the Fort McHenry route, your experience here in
10 the business, what has been your understanding of the
11 Fort McHenry route?

12 MR. JANKOWIAK: I don't have much knowledge of
13 it. We run to Fort McHenry but we drop people off at
14 Number 10 stop. We use jetty bus to take people in,
15 down to Fort McHenry.

16 MR. TURRELL: Okay. And where is that number
17 10 stop?

18 MR. JANKOWIAK: It is at Tide Point, Hull
19 Street.

20 MR. TURRELL: Okay. Is there a reason for
21 that?

22 MR. JANKOWIAK: Well, we didn't have any
23 landing rights here at Fort McHenry.

24 MR. TURRELL: Okay. With your boats and your
25 fleet, you have got 12 boats, what is your maintenance

1 routine?

2 MR. JANKOWIAK: Normal maintenance, change of
3 oil every 300 hours, check hoses, steering cables and,
4 not steering cables, control cables are replaced every
5 year. Cutlass bearings replaced, props are redone.
6 Other than that, unless we have a breakdown, you know,
7 transmission wise or pumps or something like that, it
8 is just a general maintenance that we do.

9 MR. TURRELL: Okay. And do you keep records
10 of that maintenance?

11 MR. JANKOWIAK: Not really, no.

12 MR. TURRELL: Do you by chance have a crisis
13 plan of kind or pre arrangement with fire, medical or
14 any training inside organization for crisis?

15 MR. JANKOWIAK: Not really, no. Just use
16 9-1-1.

17 MR. TURRELL: Okay. And my question, my last
18 question here until I turn it over to Mariette, do you
19 conduct a safety briefing, if so, how often do you do
20 that and what does it consist of?

21 MR. JANKOWIAK: Oh, mostly training the
22 captains and mates, just a short brief, safety measures
23 and some of those aboard what to do, just the normal
24 procedures for man overboard stuff.

25 MR. TURRELL: How often do you do that, once a

1 week, typically?

2 MR. JANKOWIAK: Well, the man overboard drills
3 are performed once a week, but, the briefings done just
4 when they are hired, you know, in the training day.

5 MR. TURRELL: And how about for the
6 passengers?

7 MR. JANKOWIAK: We announce life jackets are
8 overheard when we leave landings and that is about it.

9 MR. TURRELL: Okay. I will turn the
10 questioning over to Mariette.

11 MS. BURER: You mentioned earlier that you
12 have several or how many vice presidents are in your
13 company?

14 MR. JANKOWIAK: Three of them.

15 MS. BURER: Three. Okay. And the season you
16 were talking about, right now you are already have five
17 boats.

18 MR. JANKOWIAK: Five boats now. The season
19 usually ends after the first week in October.

20 MS. BURER: Okay.

21 MR. JANKOWIAK: That is the big push season,
22 between mid April to October.

23 MS. BURER: Okay. Okay. That is all I have for
24 right now.

25 MR. TURRELL: I just have, how much do you

1 charge for passengers?

2 MR. JANKOWIAK: Six dollars for adults, \$3.00
3 for children, 10 and under.

4 MR. TURRELL: Okay. And that is for each trip
5 or --

6 mR. JANKOWIAK: That is an all day thing.

7 MR. TURRELL: All day.

8 Scott?

9 LIEUTENANT BARANOWSKI: Lieutenant Barnowski,
10 Coast Guard Activities, Baltimore.

11 Do you have a specific weather policy for
12 your company being inclement weather?

13 MR. JANKOWIAK: Not, we shut down during
14 thunder, thunderstorms, and lighting and until they
15 clear out of the area and then we start back up. It
16 has always been our policy for years.

17 LIEUTENANT BARANOWSKI: And what is the
18 captain's obligation, what do they tell captains when
19 they are trained or these types of things happen,
20 thunder, lighting, what do you tell them do, or what is
21 the --

22 mR. JANKOWIAK: Well, they are requested that
23 they go to the nearest landing, take all the people off
24 the boat, shut the boat down and just stand by for
25 orders, until the storm clears more or less.

1 LIEUTENANT BARANOWSKI: And who makes these
2 orders?

3 MR. JANKOWIAK: Either the ship captain that
4 is out there, or myself or Mrs. Kane.

5 LIEUTENANT BARANOWSKI: Thanks.

6 MR. TURRELL: This is Andy Murray from Living
7 Classrooms.

8 MR. MURRAY: Yeah, I am sorry I am late. I
9 have no questions.

10 MR. TURRELL: Okay.

11 MR. HYLIND: Mark Hylind from Susquehanna
12 Santee Boat Works.

13 Just a quick question about the passenger
14 life jackets. You mentioned that if somebody asked for
15 a passenger life jacket you would provide it.

16 MR. JANKOWIAK: Yes.

17 MR. HYLIND: Is there any situation that you
18 can imagine where you would offer life jackets to
19 individuals?

20 MR. JANKOWIAK: Not really, no.

21 MR. HYLIND: If --

22 mR. JANKOWIAK: Most of the people ask for
23 them, have never been on boats before and are scared of
24 boats, and more or less pushed onboard by a family
25 member. And they feel uneasy and they say they want a

1 life jacket, we will give me a life jacket to put on,
2 if it makes them feel better.

3 MR. HYLIND: Okay. And when you mentioned
4 that you would shutdown operations during inclement
5 weather, but primarily focused on lighting.

6 MR. JANKOWIAK: Lighting and, well, most of
7 your heavy storms come in the form of lighting,
8 thunder, high winds. Normal soft rainy days, we don't
9 shut down.

10 MR. HYLIND: Do you leave it up to the
11 captains to determine whether or not the wind is too
12 strong for him to operate?

13 MR. JANKOWIAK: Yeah, it is a call that he can
14 make himself, if he feels the wind is too strong, yeah.

15 MR. HYLIND: And do you recommend that they do
16 that?

17 MR. JANKOWIAK: Yes, yes, if the safety of the
18 boat is concerned, well, yeah. It is his call. He is
19 responsible for people on there.

20 MR. HYLIND: If, in terms of maintenance
21 records, you say obviously you don't keep detailed
22 maintenance records.

23 MR. JANKOWIAK: No.

24 MR. HYLIND: Do any of your vessels actually
25 have outboard engines on the back of them?

1 MR. JANKOWIAK: No. No. All the ones we have
2 we sold.

3 MR. HYLIND: Okay. Those are all my
4 questions. Thank you.

5 MR. TURRELL: Ed?

6 MR. NARIZZANO: I have no questions.

7 MR. TURRELL: Okay. Kevin?

8 MR. JOHNSTONE: I have a lot of questions on
9 the weather policies here. Are there certain weather
10 limitations to the vessels that they know of, as far
11 as, you know, wind, wind speed and such or state of the
12 seas?

13 MR. JANKOWIAK: Not really. We usually don't
14 get anything above 30, and 35 mile an hour winds unless
15 it is a strong thunderstorm coming through. And it is
16 pretty well protected up in here where we operate, so,
17 seas aren't really a big problem.

18 MR. JOHNSTONE: And that, your policy there is
19 pretty standard, compared to other sea taxi operations?

20 MR. JANKOWIAK: Well, see, I don't know what
21 their policy is for weather or anything. I just know
22 the rules that we set down for our captains in our
23 company.

24 MR. JOHNSTONE: Okay. You mentioned the type
25 of, you know, your days as far as looking at the

1 weather, the weather channel or Intellicast to get the
2 weather information. Do you have access to NOAA,
3 weather radio?

4 MR. JANKOWIAK: Yeah, well, your people come
5 up and see me and I have got your site on a computer,
6 too. The problem with it is, it doesn't download fast
7 enough, it is always lagging about 15 or 20 minutes
8 behind on all the sites, really. If there was a way we
9 could hook it directly into the Doppler radar, and go
10 for real time, it would be helpful. Usually storms
11 come and go that fast, you know, 15, 20 minutes it is
12 over with.

13 MR. JOHNSTONE: Okay. When you say web site,
14 you are talking about the Sterling Website?

15 MR. JANKOWIAK: Anything, even the local
16 Doppler would be nice, you know. I think it is out of
17 Sterling, isn't it?

18 MR. JOHNSTONE: Okay.

19 MR. JANKOWIAK: In terms of the way we can get
20 real time out of that, on the computer. I can't put a
21 radar scanner up there because it would be blocked by
22 all the buildings.

23 MR. JOHNSTONE: They typically issue small
24 craft advisories or special marine warnings for certain
25 criteria, whether it is wind or the seas on the Harbor

1 even. Are they of a value? I know you didn't mention
2 those, but --

3 MR. JANKOWIAK: Well, most of the ones that
4 are issued are mostly for the Chesapeake Bay and we are
5 pretty well protected up in here. If they call for
6 one, two seas, in the Bay, like this morning they
7 called for less than one foot waves and, you know, it
8 is just about that calm up in the Inner Harbor.

9 MR. JOHNSTONE: That is all my questions.

10 MR. TURRELL: What is your policy on life
11 preservers for children?

12 MR. JANKOWIAK: We carry the required amount
13 that are required by the Coast Guard, which is usually
14 10 percent of your capacity, but we added extra ones
15 on. Each boat has like anywhere from six to 10 extra
16 children's life jackets. We only carry the amount of
17 kids that we have children's life jackets for.

18 MR. TURRELL: Okay. And is there is a
19 different life preserver policy for the kids onboard at
20 all?

21 MR. JANKOWIAK: Not really, no.

22 MR. TURRELL: Okay. How often have you
23 actually had one of your captains stop operations due
24 to weather? How frequent is that?

25 MR. JANKOWIAK: It is not that frequent.

1 Just, like I said, when there is thunderstorms or
2 something.

3 MR. TURRELL: Okay. Can you recall an incident
4 perhaps, tell us about it, that you went through that
5 scenario?

6 MR. JANKOWIAK: Mmm.

7 MR. TURRELL: Or in your mind how that would
8 work.

9 MR. JANKOWIAK: Well, mostly at nighttime when
10 we really can't see the skies, I monitor the radar at
11 home, you know, on the computer, the weather channel.
12 And I will call the captain by his cell phone and tell
13 him there is something here that, the northwest, or
14 southwest, and keep your eye out for sign of lighting,
15 shut them down and they usually do. You know, if I see
16 it getting close, I will call them and they will say,
17 yeah, we shut down already. We keep an eye on it.

18 MR. TURRELL: Okay. So, you mentioned a cell
19 phone, you also --

20 mR. JANKOWIAK: Yeah, we also, one captain
21 carries his cell phone, company cell phone on the boat.

22 MR. TURRELL: So, who in your company has cell
23 phones then?

24 MR. JANKOWIAK: Just about everybody has got a
25 cell phone, but we have one for the company. It is

1 usually the captain that comes out in the morning,
2 first thing in the morning.

3 MR. TURRELL: Okay. So each boat has its own
4 cell phone?

5 MR. JANKOWIAK: No, just the one captain.

6 MR. TURRELL: One.

7 MR. JANKOWIAK: On the cell phone.

8 MR. TURRELL: And that one person, that
9 captain, what is his title or what is his role?

10 MR. JANKOWIAK: Just, just the first captain
11 out in the morning. It usually is that we run a
12 commuter service between Fells Point and Tide Point and
13 he is the first one out, and he will grab the cell
14 phone. When he gets off at five or six, he will pass
15 it onto the nighttime captain.

16 MR. TURRELL: Okay.

17 MR. JANKOWIAK: Whoever it may be. We don't
18 have any preference on who has it.

19 MR. TURRELL: Okay. Do you have, perhaps,
20 someone besides yourself, in the active captains that
21 are considered to be more senior than someone else?

22 MR. JANKOWIAK: The one captain, Steve Austin,
23 he was there, more or less our full time captain. He
24 runs a commuter service in the morning and he is more
25 or less full time.

1 MR. TURRELL: Okay. What are your work hours,
2 what are the ships?

3 MR. JANKOWIAK: The ships start at 10 a.m.,
4 during the season, we run until 11, Monday through
5 Thursday.

6 MR. TURRELL: Eleven p.m.

7 MR. JANKOWIAK: Eleven p.m. Midnights on
8 Fridays and Saturdays, nine p.m. on Sundays. Winter
9 time, November 1, we start at 11 and run to six,
10 weather permitting.

11 MR. TURRELL: Okay. What is your relationship
12 with the Coast Guard and how often do you meet with the
13 Coast Guard, how often do they come down?

14 MR. JANKOWIAK: As least as possible. No, we
15 have our annual inspections. If there are any
16 problems, they will contact us or we will contact them,
17 at least once a year, you know, for all the boats.

18 MR. TURRELL: Okay. Do you inspect them all
19 at the same time or do you stagger them?

20 MR. JANKOWIAK: No, no, those poor guys would
21 die doing that.

22 MR. TURRELL: You stagger them.

23 MR. JANKOWIAK: They are staggered, they all
24 have different dates on them.

25 MR. TURRELL: So you have 12 boats, so you are

1 probably once a month on average?

2 MR. JANKOWIAK: Probably, about that. Some of
3 them are three, three in a month and we have got one
4 coming up next month for hull inspection, which has got
5 to be hauled out, you know, they vary.

6 MR. TURRELL: Okay. And have you received 835s
7 or discuss with the Coast Guard in the past or --

8 MR. JANKOWIAK: No, not here recently. And
9 what we did was received, little piddly stuff.

10 MR. TURRELL: Right.

11 MR. JANKOWIAK: But, nothing safety oriented,
12 or anything like that.

13 MR. TURRELL: Okay. Your, your captains, do
14 you keep track of their licenses in the office?

15 MR. JANKOWIAK: We have a copy of their
16 license and every year we go through them, just around
17 hiring time, make sure they are not expired and make
18 sure they are all up to date on them.

19 MR. TURRELL: And when is the hiring time?

20 MR. JANKOWIAK: Usually around March.

21 MR. TURRELL: Okay. So, besides the copy of
22 their license and checking their licenses that are
23 current, do you check any other information about the
24 captains at that time?

25 MR. JANKOWIAK: No, not really, just what is

1 on their application, make sure they are, medications
2 that are, make them drowsy or anything like that.

3 MR. TURRELL: Okay. So how do you check that?

4 MR. JANKOWIAK: Just on what they write down,
5 that is the only way we have to know. If they write
6 down they are on medication, then we will check into
7 it.

8 MR. TURRELL: So, you have a separate form
9 that you use.

10 MR. JANKOWIAK: It is an employment
11 application form.

12 MR. TURRELL: Okay. And on that form you ask
13 them about medication?

14 MR. JANKOWIAK: Yes.

15 MR. TURRELL: Okay. Have you ever had a
16 medication you wondered about and --

17 MR. JANKOWIAK: No, not yet.

18 MR. TURRELL: What medications would be
19 disqualifying someone for?

20 MR. JANKOWIAK: Nothing that is not
21 controllable, you know, most people have a high blood
22 pressure anyway, but, if they are on medication they
23 are usually okay. Seizures, if they have a history of
24 seizures, we will question it.

25 MR. TURRELL: Okay. So, let's just so I come

1 to you as a captain and ask to work and I put down
2 X,Y,Z medication and you have never heard of it before,
3 what would you do?

4 MR. JANKOWIAK: I would ask the pharmacy.

5 MR. TURRELL: Okay. So you check with --

6 mR. JANKOWIAK: Yeah, I will ask, I am little
7 leery about medicine, I will ask, what is it used for.

8 MR. TURRELL: Okay.

9 MS. BURER: Do you guys do any kind of random
10 drug testing at all?

11 MR. JANKOWIAK: Yes, we are on with the
12 consortium with a drug company, not a drug company, a
13 screening company, and they just send down random names
14 every now and then. We screen everybody before they
15 are hired and send them up for a drug and alcohol test,
16 and then they get out in the consortium and whenever
17 they send down the names, you know.

18 MS. BURER: And how often does that get done
19 per year?

20 MR. JANKOWIAK: We just had one two weeks ago.
21 They picked 15 out of our company. Last year they
22 picked 15 people total and they were all out of our
23 company, so.

24 MS. BURER: Right.

25 MR. JANKOWIAK: I don't know how they go about

1 random picks.

2 MS. BURER: Do you have any relationships with
3 the fire boat, and the police department boats that run
4 around here?

5 MR. JANKOWIAK: No, just their telephone guys,
6 to let them know where we are and say hi to them.

7 MS. BURER: As far as any kind of table top
8 exercises or --

9 mR. JANKOWIAK: No.

10 MS. BURER: Training or --

11 mR. JANKOWIAK: Nothing at all.

12 MS. BURER: Go on each other boats and --

13 mR. JANKOWIAK: No.

14 MS. BURER: Okay.

15 MR. TURRELL: Besides the captains, do you
16 have any other shipboard personnel besides the
17 captains, the mates or other --

18 mR. JANKOWIAK: No, not at all.

19 MR. TURRELL: No deck hands.

20 MR. JANKOWIAK: Well, the deck hands are
21 mates. We call them mates, we have our own deck hands
22 more or less, they are unlicensed, mostly school kids.

23 MR. TURRELL: And what is your screening
24 process of hiring for that, what --

25 mR. JANKOWIAK: Just their attitude and how

1 they handle themselves, would they be good around
2 people, you know, keep things rolling. Mostly college
3 freshmen.

4 MR. TURRELL: College freshmen. Age is
5 roughly --

6 mR. JANKOWIAK: Anywhere --

7 MR. TURRELL: -- 18, 19.

8 MR. JANKOWIAK: Eighteen, seventeen, 18, some
9 a little bit older.

10 MR. TURRELL: And how do you, how do you
11 prepare them for their job, what type of training?

12 MR. JANKOWIAK: They get about four hours
13 training, how to stow lines, and that kind of stuff,
14 safety factors, the life jackets, you know, where they
15 are and their location, how to put them on.

16 (Change of tape.)

17 MR. TURRELL: Okay. We are back on. We were
18 talking about the deck hands, they are doing four hours
19 of training, stowing lines and life jackets. Continue.

20 MR. JANKOWIAK: Well, handling people, getting
21 people on and off the boat safely. Make sure they
22 don't trip on the ramps and the landings. Just basic
23 stuff, more or less.

24 MR. TURRELL: You drug test them also?

25 MR. JANKOWIAK: Yes, everybody gets drug

1 tested.

2 MR. TURRELL: Okay. And what is the smallest
3 boat that you own, what is the crew size of your
4 smallest boats?

5 MR. JANKOWIAK: Well, we have two, two as crew
6 on every boat.

7 MR. TURRELL: Two is crew on every boat.

8 MR. JANKOWIAK: Sometimes we run just a launch
9 with just one captain that is more or less the norm now
10 really. And that is, mostly one, one a day mostly, the
11 ping pong boat, the ping pong boat, we call the ping
12 pong boat just has a captain on it.

13 MR. TURRELL: Okay. And you -- Mariette,
14 anymore questions?

15 MS. BURER: No.

16 MR. TURRELL: Mark, do you have any questions?

17 MR. HYLIND: Yes.

18 MR. TURRELL: Mark.

19 MR. HYLIND: When you were talking about the
20 captains and the radios that you use onboard the
21 vessels, do the captains constantly monitor any
22 particular station when they are working?

23 MR. JANKOWIAK: No, just our, our private
24 frequency, and that is it.

25 MR. HYLIND: Okay. They don't monitor the

1 weather, report on it?

2 MR. JANKOWIAK: No.

3 MR. HYLIND: Okay.

4 MR. JANKOWIAK: Well, some of them may bring
5 their own VHF and leave it on, you know, if they are
6 calling for bad weather, but, not really.

7 MR. HYLIND: Okay. So it is not a mandatory
8 policy to try to monitor the weather.

9 MR. JANKOWIAK: No.

10 MR. HYLIND: Okay. Is the, the water taxi, it
11 is my understand that they used to own vessels that had
12 outboard engines on it.

13 MR. JANKOWIAK: Yes.

14 MR. HYLIND: And they got rid of them. And
15 even in the current fleet, if you were to make a change
16 to the vessel in any way, what steps do you need to
17 follow in order to make a change to a vessel?

18 MR. JANKOWIAK: What do you mean change?

19 MR. HYLIND: Let's say that you have an
20 enclosed boat and you want to make it an open boat,
21 meaning you want to remove windows, or vice versus, do
22 you have any open boats that you have enclosed and put
23 in windows in order to be able to use them during
24 inclement weather?

25 MR. JANKOWIAK: Our three catamarans have

1 vinyl curtains that we raise and lower during the
2 weather. They are mostly up. Winter time they come
3 down because the boats are heated. And two of the old
4 Forts have vinyl curtains that are raised and lowered
5 according to weather.

6 MR. HYLIND: Did the weight of the vinyl
7 curtains, were they taken into account, did you notify
8 the Coast Guard of that change, or is that a change
9 that --

10 MR. JANKOWIAK: That was done before I come
11 around there. I don't know, I couldn't answer that.

12 MR. HYLIND: Okay. If you were to put those
13 curtains on today, would you do anything in terms of
14 notifying the Coast Guard when you did your annual
15 inspection?

16 MR. JANKOWIAK: I probably would. I probably
17 let them know that we are adding vinyl curtains, but as
18 far as structural changes, you have got to notify them
19 if you are making any structural changes. And if I
20 wanted to raise the top a little bit higher, or
21 something, I would have to notify them.

22 MR. HYLIND: Right.

23 MR. JANKOWIAK: And I know you have to go back
24 to your stability tests.

25 MR. HYLIND: Okay. So there would be a

1 stability test after a change.

2 MR. JANKOWIAK: Oh, yeah, yeah.

3 MR. HYLIND: Whatever the significance or
4 magnitude.

5 MR. JANKOWIAK: If there is any, if they
6 consider it as a significant change there, we would
7 have to go back and do a stability test.

8 MR. HYLIND: Have you ever increased the
9 amount of fuel onboard and added an extra fuel tanks so
10 you didn't have to go back to the fuel dock as many
11 times during your operation?

12 MR. JANKOWIAK: No.

13 MR. HYLIND: If you did, if you were --

14 mR. JANKOWIAK: That is a change. You would
15 have to go through the Coast Guard.

16 MR. HYLIND: It would?

17 MR. JANKOWIAK: Yes. Get tanks approved and
18 everything else.

19 MR. HYLIND: And would that require a
20 notification on your part to the Coast Guard?

21 MR. JANKOWIAK: Yeah.

22 MR. HYLIND: Now, what if, you mentioned your
23 maintenance records that they weren't kept as
24 meticulous as perhaps they could and I am not
25 challenging that, but, the question is, if you were to

1 make such a change would somebody in the management
2 know of that change and know that they had to notify
3 the Coast Guard of that change?

4 MR. JANKOWIAK: Yes.

5 MR. HYLIND: Okay.

6 MR. JANKOWIAK: Yes. Yeah, because we had
7 Santee at one time and they told us we had to get rid
8 of our vinyl tanks on the back and I had get tanks
9 built in and had to have them certified by the Coast
10 Guard, they were certified. And where they were
11 mounted and everything.

12 MR. HYLIND: Okay. So have you ever changed
13 the location of any fuel tank?

14 MR. JANKOWIAK: None, not at all.

15 MR. HYLIND: Okay. Thank you.

16 MR. TURRELL: Scott, any other questions?

17 LIEUTENANT BARANOWSKI: No.

18 MR. TURRELL: Andy?

19 MR. MURRAY: No.

20 MR. TURRELL: Ed?

21 MR. NARIZZANO: No.

22 MR. TURRELL: Kevin?

23 MR. JOHNSTONE: Two follow ups. You mentioned
24 that the captains go through some kind of regular
25 safety type briefs. And I don't know if I missed it or

1 not, how regularly those, does that safety briefing
2 include weather?

3 MR. JANKOWIAK: No, it is more or less like a
4 set policy. You see bad weather coming, let somebody
5 know or the office will let you know if they have got a
6 storm coming. But, they are always on the lookout, you
7 know.

8 MR. JOHNSTONE: And, and, just in your
9 opinion, then, the process that you described as part
10 of making a weather decision, I mean, do you think that
11 is adequate?

12 MR. JANKOWIAK: Well, we have never any
13 problems as of yet. I think, you know, we have never
14 had any close calls, but like I said, you are using the
15 computer and they update themselves only every 15 or 20
16 minutes, and a fast moving storm that could be on top
17 of you before you get the latest update. So, you are
18 watching the weather and also on the computer, or the
19 weather channel. The weather channel is probably about
20 the closest you get to real time, every eight minutes
21 they give an update, at least on the radar anyway. It
22 seems like they advertise those forecasts once in the
23 morning and that is the way it is, the radar is
24 something that would be good.

25 MR. JOHNSTONE: Okay. That is all I have.

1 MR. TURRELL: Do you, this is Morgan Turrell
2 again, Dave, are you familiar with which section of the
3 Code of Federal Regulations that the Coast Guard
4 inspects you, are you familiar with what, under what
5 section you would have to operate?

6 MR. JANKOWIAK: No, I don't remember it, just
7 a CFR, you know, 46, is it, CFR 46.

8 MR. TURRELL: Chapter or --

9 MR. JANKOWIAK: I mean, it is all put together
10 by lawyers, where you can't really understand half of
11 that stuff.

12 MR. TURRELL: Sure enough. Okay. And do you
13 guys, management provide the captains or crew with any
14 written guidance, any written procedures?

15 MR. JANKOWIAK: Yes, the captain's manual and
16 a mate's manual that we give every captain. If you
17 want, we can probably you a copy of it.

18 MR. TURRELL: Yes, would you, please? Okay.
19 We would request that from you then. Do you guys
20 belong to any or participate in any industry
21 organizations or associations?

22 MR. JANKOWIAK: I think we, she is a member of
23 the Baltimore Area Visitors and the -- Associations and
24 more or less for tourism business.

25 MR. TURRELL: But, as far as industry

1 boating --

2 mR. JANKOWIAK: No.

3 MR. TURRELL: No. Okay. Okay. What would you
4 describe as your absolute busiest days of the year?

5 MR. JANKOWIAK: Holiday weekends, Memorial
6 Day, Fourth of July, Labor Day and the Fells Point
7 Funfest.

8 MR. TURRELL: What challenges to those
9 particular days poses to an operator?

10 MR. JANKOWIAK: Keeping people from jumping
11 overboard, just keep them settled down. We move a lot
12 of people whose holiday weekends, so keep them safe.

13 MR. TURRELL: What is, have you ever had a
14 situation where a passenger was acting unsafe, what
15 would you do?

16 MR. JANKOWIAK: Once it happened to me, I got
17 a couple of intoxicated passengers and they wouldn't
18 listen and I just stopped the boat, and told them I am
19 not moving until you settle down. And they started
20 getting hassled by the other customers and everything
21 else, so they kind of settled down and we moved on.

22 MR. TURRELL: Okay. I have no other
23 questions. I will go around the room. Mariette?
24 Scott, Andy? Mark?

25 MR. HYLIND: One more. With regards to power

1 that you have on your vessels, either prior vessels or
2 this current fleet, have you ever attempted to change
3 out the power of a particular vessel? And if so, for
4 what reason?

5 MR. JANKOWIAK: We have changed engines in one
6 boat one time. We went from one type of import diesel
7 to another type of import diesel, because the engines
8 had a lot of errors and they were burning oil.

9 MR. HYLIND: Did you replace them with light,
10 did you power --

11 mR. JANKOWIAK: No, they were same power, just
12 a different style engine, which was cleared by Ken
13 White of the Coast Guard. He was our inspector at the
14 time and he come down and he checked everything out
15 when they were installed and he said everything was
16 fine. Anytime we replace engines, we are suppose to
17 call him, even just an even swap out. It is mostly the
18 same engine that goes right back in there.

19 MR. HYLIND: Well, when you say mostly it is
20 the same engine, do you mean power or do you mean
21 weight?

22 MR. JANKOWIAK: Well, most of them weigh the
23 same. They are either supercharged or not supercharged
24 power wise, horsepower, you know, that is more or less
25 a different change.

1 MR. HYLIND: Let me assume something for a
2 moment. Usually engines won't be exactly the same
3 weight, they may have the same horsepower. If there
4 was more weight to the engine that you put in, and I
5 mean, if, this is the question, is, how much more
6 weight would you think would affect the stability of
7 the vessel?

8 MR. JANKOWIAK: I don't know. I never sat
9 down and figured that out.

10 MR. HYLIND: Did you --

11 mR. JANKOWIAK: I have never had to run, occur
12 with that problem.

13 MR. HYLIND: When you did change it out, did
14 you determine what the weight of the engine was that
15 you removed and the weight of the engine that you put
16 in?

17 MR. JANKOWIAK: Yes.

18 MR. HYLIND: And you identified that with the
19 Coast Guard?

20 MR. JANKOWIAK: Yes.

21 MR. HYLIND: Okay. Do you think that if there
22 was a hundred pound difference, for example, either
23 heavier or lighter, that that would cause the Coast
24 Guard to do a new stability test?

25 MR. JANKOWIAK: That would be their call, you

1 know, we would inform them and that would be their
2 call.

3 MR. HYLIND: Okay.

4 MR. JANKOWIAK: Whether they would have to do
5 that or not.

6 MR. HYLIND: Okay. Thank you.

7 MR. TURRELL: Kevin?

8 MR. JOHNSTONE: Nothing further.

9 MR. TURRELL: One last question there, Dave,
10 and this will be the last question. Do you have any
11 other information or anything else you can offer the
12 NTSB at this time about this accident, any knowledge
13 you have about your operation or the Seaport Taxi, that
14 you would like to --

15 mR. JANKOWIAK: No, I don't.

16 MR. TURRELL: Okay. Would you please
17 acknowledge that this has been recorded.

18 MR. JANKOWIAK: Okay.

19 MR. TURRELL: And this the end of the
20 interview. Thanks very much.

21 MR. JANKOWIAK: Okay.

22 (Whereupon, the interview was concluded.)